

GUINNESS
The finest Stout in the World
"BOAR'S HEAD"
BOTTLING.
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

"GRAND PRIX PARIS" 1900
The Highest Possible Award.
JOSEPH GILLOTT'S PENS
Of Highest Quality, and having
Greatest Durability are there-
fore CHEAPEST.
The Only Award Chicago, 1893
[91a]

No. 14,316 號陸拾百叁千肆萬第 日捌廿月十年亥十二緒光 HONGKONG, SATURDAY, FEBRUARY 13TH, 1904 陸拜禮 號叁拾月式年肆零百九千壹英港香 PRICE, \$3 PER MONTH

THERE WILL BE A GREAT DEAL
OF
CHAMPAGNE
JULES MUMM & CO.
DRUNK AT THE COMING RACE
MEETING.
A. S. WATSON & CO.
LIMITED.

SOLE IMPORTERS.

**CUTLER, PALMER
& CO.'S**

PRICE \$11.00 PER DOZEN

Nat

"SPECIAL BLEND" WHISKY
Bleed
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong.

**HONGKONG HIGH-LEVEL TEAM-
WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.
8.00 a.m. to 8.30 a.m. ... Every 10 minutes.
8.30 a.m. to 8.50 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
7.30 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS.
1.45 p.m. & 9.00 p.m. ... 9.45 to 11.15 p.m.
every 1 hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
8.00 p.m. to 8.40 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 35 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th January, 1904. [a2761]

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
Bags of 37½ lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho g k o n g, 14th August, 1903. [a3339]

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following—
MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARS,
RICKSHAS fitted with PNEUMATIC
TYRES and BALL BEARINGS through-
out. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-modeling a
speciality.
MCKIRDY & CO.,
43 & 44, Queen's Road East.
[a2723]

SUITE OF THREE ROOMS with Verandah
on the Second Floor of College Chambers;
Comfortably furnished and fitted out with
Electric Lights and Fan, with Two Bathrooms,
Kitchen and Servants' Quarters.
Apply to—
DAVID, PASSOON & CO., LD.
Hongkong, 10th February, 1904. [a487]

CHINESE NEW YEAR HOLIDAYS.
IN Accordance with Government Notification
No. 74 of 5th February, 1904, the
EXCHANGE BANKS will be CLOSED for
the Transaction of Public Business on TUES-
DAY and WEDNESDAY, the 16th and 17th
Instant, respectively.
[Hongkong, 11th February, 1904. [a508]

PURE FRESH WATER.
THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road,
Hongkong, 13th June, 1903. [a334]

ELECTRIC LIGHT
ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE PRICES
ALWAYS IN STOCK.
EDM. JOHANNSEN,
10, DES VŒUX ROAD CENTRAL.
QUALITY.

If there is one thing that you want, when you go into a Drug Store, it is QUALITY. You want Quality in all Drugs and Chemicals; Quality in all prescription work; Quality in every-thing that has to do with medicine.
Is it not so?
Certainly! There can be no question about it! That is why our trade is so large. It is a recognized fact that our label on a bottle of medicine stamps it with Quality, because it never goes out on any bottle or box of medicine that does not possess Quality.

WATKINS LIMITED.
CHEMISTS AND DRUGGISTS,
THE APOTHECARIES HALL.
WATKINS BUILDING.
Telephone 344. [a37]

THE LAHMEYER ELECTRICAL CO., LD.
LONDON,
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a56]

LANE, CRAWFORD & CO.'S
WINTER SEASON'S GOODS JUST ARRIVED.
AXMINSTER CARPET SQUARES.
VELVET PILE AND BRUSSELS CARPETS.
CHENILLE AND TAPE-TRY CURTAINS.
BLANKETS AND EIDER DOWN QUILTS.
PERAMBULATORS AND MAIL CARTS.
FENDERS, CURBS, FIRE BRAS ES.

LANE, CRAWFORD & CO.
CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1813.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12.00 PER CASE.
THE ELITE OF WHISKY—
THE "PALL MAIL,"
\$21 PER DOZ.
11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.
O. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.00 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS
AGENTS—SIEMSEN & CO., HONGKONG. [a45]

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
New Vol. Strand Magazine ... \$5.00
Whitaker's Almanac ... 0.30 and 2.20
Daily Mail Year Book ... 1.35
Collins' Graphic Dictionary ... 3.00
British Journal Photographic Almanac ... 0.80
A Large Assortment of Novels ... 0.45 each
Views of Hongkong, Canton and Macao, &c. ... —
Common Ailments and Their Causes, by Andrew Wilson ... 0.50
CHRISTMAS NUMBERS TATLER, PUNCH, ALMANACK, STRAND, PEARSON'S MAGAZINE, SKETCH, SANDOWN RACE GAME, PELICAN FOUNTAIN PEN, INDEPENDENT STYLO PEN, A NEW STOCK OF FRENCH NOVELS, POST-CARD ALBUMS, DOG COLLARS, LETIS, SMITHS, AND COLLINS DIARIES, GENTLEMEN'S BLACK AND BROWN BOOTS AND SHOES—ENGLISH MAKE. [a33]

NERNST
NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC CO. OR SIEMSEN & CO. [a55a]

KODAKS,
FILMS,
AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
Hongkong, 21st December, 1903. [a39]

ARNHOLD, KARBURG & CO.
ELECTRICITY DEPARTMENT.
SOLE AGENTS IN CHINA FOR:
THE ALLGEMEINE ELECTRICITÄTS GESELLSCHAFT, BERLIN.
MESSRS. KOERING BROS., HANNOVER.
THE COMPANY OF WIRELESS TELEGRAPHY, BERLIN.
MESSRS. MIX & GENEST, BERLIN.
PRIVATE ELECTRIC LIGHTING PLANTS A SPECIALITY.
Fully detailed Estimates drawn up free of charge upon application to the above.
Hongkong 3rd December, 1903. [a338]

COTTAM & CO. HIGH-CLASS OUTFITTERS.
HARD FELT HATS. SOFT FELT HATS.
STRAW HATS. RUGS, ETC., ETC.
HONGKONG HOTEL BUILDINGS. [a36]

IRISH WHISKEY.
SIR JOHN POWER & SON, LIMITED.
We are authorized to announce that the King has by Royal Warrant dated 10th December, 1903, appointed Messrs. John Power and Son, Ltd., John's Lane Distillery, to be Whisky Distillers to His Majesty in Ireland. The famous distillery, the character of the products of which has now received Royal recognition, was established in 1791.—*Irish Daily Independent*, 24th Dec., 1903.
SOLE AGENTS HONGKONG AND CHINA—

CALDBECK, MACGREGOR & CO.
15, Queen's Road,
Hongkong, 3rd February, 1904. [a35]

CONFECTIONERY!!!
THE CHOICE-EST AND LARGEST VARIETY, FROM PARIS AND LONDON.
MARRONS GLACES, CRYSTALLISED FRUITS.
TOM SMITH'S CRACKERS.
XMAS PLUM PUDDINGS.
DATES, FIGS, FAISINS, ALMONDS and NUTS.
STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT, CHEESE (SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN CHEESE).
YORK HAM and BEST ENGLISH BACON. TOYS, TOYS.
DECORATIONS and CANDLES FOR XMAS TREES.

G. GIRAULT. [a40]
CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

OCCIDENTAL HOTEL.
ELGIN ROAD, KOWLOON.
45 Bedrooms, excellently furnished.
Bath to each room.
Dining-room and Cuisine under strict supervision.
European and American Wines, Spirits, and Cigars.
POOL AND BILLIARDS.
English, American and Manila Newspapers on file.
Terms: \$4 to \$7.00 per day; \$75 to \$120 per month.
R. MATTHEW,
Manager.
Hongkong, 6th May, 1903. [a218]

Don't buy imitations, only buy
GENUINE TANSAN
BOTTLED BY
J. CLIFFORD WILKINSON
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

INSURANCE
AT MINIMUM COST.
To buy at the top of the market is a thing for other people to do. To buy at the bottom is what we wish to do ourselves. Now amongst the many privileges which appertain to youth is the opportunity of purchasing Life Insurance at its minimum cost. Take time by the forelock and apply for full particulars and rates to:—
Messrs. DOWELL & CO., LD.,
Agents,
THE STANDARD LIFE OFFICE,
[a1891-5] Hongkong.

HONGKONG HOTEL
A FIRST-CLASS HOTEL IN EVERY RESPECT
Elegantly Furnished Reading, Drawing Room, Billiard and Smoking Rooms. Private Bar and Two Billiard Rooms for Hotel Residents.
Dining Accommodation for 300 persons. Private and Special Dining Rooms. European Chef and Indian Curry Cook. Ladies' Afternoon Tea Rooms with European Musician in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—141 rooms.
Electric Lighting and Electric Fans, if required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by the Hotel Co.
Hotel Linen washed on Premises by machinery.
Fire Extinguishing Mains and Emergency Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager. [a18]

PEAK HOTEL.
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South West Monsoon.
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a1032]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a50-]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hotel at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June, 1903. [a318]

NOTICE.
TO THE WEARIED.
THERE is no nicer place to spend a few days in quiet rest than
MACAO.
And there is no more comfortable Hotel, in the Far East than the
MACAO HOTEL.
WM. FARMER,
Proprietor. [a324]

VICTORIA HOTEL,
SHAMSHAN, CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
WM. FARMER, Proprietor.
Canton, 6th February, 1904. [a1977]

WATSON'S SEASONABLE SPECIALITIES.

WATSON'S BALM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough both in Adults and Children.

WATSON'S WHITE EMEROCATION.

Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest affections and pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S OTTO OF ROSE GOLD

CREAM is a pleasant cure for Chapped Lips and Rough and Chafed Skin, so often experienced in the cold weather here.

A. S. WATSON & CO. LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

BIRTH.

On the 8th February, at Plover, Babbington, Well Road, Shanghai, the wife of CHARLES E. SHAW, of a daughter.

MARRIAGES.

On the 10th February, at the Roman Catholic Cathedral, by the Rev. P. de Gaudenzi, S.J., second son of the late AUSTIN DONN, of Hongkong, to MARIA LUIZA, eldest daughter of ANTONIO PAULO GUTERRES, of the Mercantile Marine Office, Hongkong.

On the 6th February, at Holy Trinity Cathedral, Shanghai, by the Rev. C. J. Fitzsimons, S.J., B.A., GEORGE FRANCIS CLEGG, eldest son of AUSTIN DONN, of Hongkong, to JANET BLAIR, eldest daughter of THOMAS SEATH, M.D., formerly of Hongkong.

On the 6th February, at 122, Rue Pavillon, Shanghai, by the Rev. Young J. Allen, D.D., LL.D., the Rev. ALBERT J. BOWEN, to Miss JEANNE SANDERS, both of the Methodist Episcopal Church, South.

DEATH.

On the 4th February, at Hangchow, MALCOLM FINLEY, youngest child of the Rev. J. C. and Mrs. GARRITT, aged 8 months.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th FEBRUARY, 1904

A very general misapprehension seems to exist that the rupture in the relations of Russia and Japan was solely brought about by the insistence of Japan on the evacuation of Manchuria; and that had some compromise on this delicate topic been brought about through the medium of the other Powers the danger of war would have been indefinitely postponed. The question at issue is, on the contrary, a very much wider one, and one of long standing. Those who remember the feeling aroused in England from 1866, when General CHERNAIEFF, against the direct commands of the Tsar ALEXANDER II., took possession of Khokand, and when General KAUFMANN made his attack on Khiva in face of the protestations to the contrary of the Russian Government, will likewise remember the warnings uttered by the better informed classes, and the indifference of the mob, at the moment the ruling power at home. England in fact was in the throes of a revolution, none the less real that it was bloodless, and forgot for the time the interests of the Empire, and the Tsars were too feeble at home to put any effective check on the actions of their contumacious commanders abroad. Neither can afford to look back at the period with feelings of altogether unmixt satisfaction; England has had to pay the penalty in a long and costly war for the preservation of her colonial empire, while Russia has survived to see her home empire reduced to a state bordering on revolution, and the power

of her Tsars reduced to a stage not seen since the time of the last successors of the Imperial KAUT. Like the Carolingian monarchs the Tsars have been seeking by conquests beyond their powers abroad to make up for the rottenness within. The long crises overrunning of the Khivaes only served to inflame the lust of conquest for its own sake, and so, while at home the fabric of empire was yielding before the corruption and decay of the court, abroad the boundaries of the state were being continually advanced; but this absorption of the neighbouring territories had within itself the true elements of weakness, nor was any attempt made to consolidate the conquests. The Khivaes, thirty years after their nominal annexation, are internally as unsettled as they were in the days of their former Mohammedan rulers, and the people are still as rude and unsettled. On one point alone there is any unanimity of feeling, and that is in their intense hatred and contempt for their present rulers. Every attempt to extend the rule of the Tsar in these regions has only had the effect of weakening that rule by increasing the number of the discontented; the wiser heads amongst the Russians have for some years foreseen this "cause of weakness," but amidst the general madness their voices have been stifled, while on the continually decreasing number of the well affected is being thrown the ever-growing burden of maintaining the stability of the entire structure. But even wiser and cooler heads than at present conduct the affairs of the empire may well be affrighted at the outlook, and there is little doubt that the principal impelling force actuating at the moment the advisers of the Tsar is fear, a conscious feeling that if once the *disinertia* of advance were from any cause checked, the opposing forces would instantly take advantage of the lull to drive back the hitherto irresistible torrent. To expect, then, the Russian Government, however peaceful might be the feelings of its individual constituents, to take a backward step under the pressure of public feeling would, every Russian official, civil or military, opines be to invite disaster. Russia has carefully taught her subject peoples that the only law she recognises is that of the stronger, and so plain an acknowledgment of weakness would be the only argument, according to her own showing, needed to justify the act of rebellion. This is really the actuating motive for the late appearance of hesitation. Russia feels that she has too long inculcated the gospel of force as the only right to change now with impunity her methods, and that, as she has acted towards others, she must now expect others to act towards her. Japan's diplomacy and knowledge of the world in the present crisis has won the admiration of the whole world by the clever way in which she placed Russia on the horns of a dilemma, and forced her into a position from which there was no escape without loss of prestige.

There has been shown a disposition in certain quarters to attribute to England a desire to push Japan forward, and compel her to take on her shoulders the burden of the day, while she herself stands at one side to enjoy the possible benefits of the fight—much as did Germany during the Crimean War; and seemingly the manner in which England has hitherto refrained from taking a hand, outwardly at least, in the game might seem to lend some countenance to the suggestion. There are, however, other considerations which anyone who has carefully studied the course hitherto adopted by Japan must see were influential in shaping England's line of action. It is, for instance, evident that if England had joined Japan in playing a similar game of bluff and bluster to that adopted by Russia, she would, so far from helping, have seriously interfered with the effect of Japan's masterly diplomacy. But there is another reason, probably more powerful with our home statesmen. Russia's recent course of conduct has been as offensive to England as it has been to Japan herself. Her intrigues in Afghanistan, in Persia, and lately in Tibet, have placed England in the position of having to take up the affair in her own interest. The points here are too serious, and we may add, too personal to permit any British Minister to allow them to be mixed up with any outside question. If, in fact, the attempted wrongs on the part of Russia should compel us to take up arms on our own account our Ministers are wise in determining that the ground of quarrel shall be clear and distinct. If Russia have many sins of commission or even omission to answer for with respect to Japan, she has at least as many to atone for in her relations towards England. We may lay to one side any suggestion as to being influenced in our relations towards Russia by any feeling of panic. We have studied

Russia's points of strength as well as those of her weakness, and are not likely to be led into any contest unprepared. If unfortunately Russia, in her desire to cut a way out of an entanglement entirely of her own weaving, should not comprehend the advisability of stopping in time, we are quite prepared, with or without Japan, to leave our quarrels to the final arbitrament of war. If Russia feel that her recent policy is of a nature to enable her to take up arms with an easy conscience, she will explain what are the considerations that entitle her to a calm and dispassionate hearing, and may rest assured that for war for its own sake we have no longing.

The proceeds of the Bazaar at the Soldiers' and Sailors' Home on Thursday, amounted to exactly \$1,040.

The Shanghai banks announce holidays for the China New Year from Tuesday next till the following Monday.

Mr. F. G. Figg, of the Meteorological Department, with Mrs. Figg, leaves for home by the P. & O. s.s. *Mulla* today.

Owing to the continued indisposition of Mr. Justice Wise the Summary Court yesterday was again taken by the Chief Justice, Sir William Goodman.

By the English mail to-day Mr. H. C. Nicolls, local Government Auditor, leaves for Colombo to take up temporary duties there. His many friends in the Colony hope that this does not mean that Mr. Nicolls will be lost to Hongkong.

A Special Commission has been appointed in Indo-China under the presidency of the Chief Medical Inspector, to enquire into the organisation of the Public Health Service in the Colony and to take such measures as may be deemed necessary against a possible outbreak of plague.

A Chinese cyclist in Des Vaux Road yesterday ran into a little fellow who was carrying a basket of cooked rice, intended no doubt to feed a gang of hungry coolies somewhere. All the rice was thrown out on the ground. The cyclist tried to make off, but the little chap, howling loudly, seized him by the queue, and a crowd collected. Eventually two Europeans, one of them a popular Consul, righted matters by making the cyclist pay compensation.

Last evening, Sergeant Angus McSwayed, of the Hongkong Police Force, who has been invalided home on pension after nearly ten years' service in the Colony, was entertained to dinner, with a party of invited guests, by some of his oldest Police friends. The function was enjoyable and numerous were the reminiscences of the old Police days that were related. Sergeant McSwayed's health was cordially toasted, and best wishes extended to him for good luck on the voyage home, on which he starts to-day. Mr. J. E. Sinclair gave some baggage selections in the course of the evening.

The Superintendent of the Great Northern Telegraph Co., informed the public by "express" yesterday that the whole cable traffic between Hongkong and Shanghai, which, at present, is abnormally heavy, being thrown on to his Company's cable in consequence of the interruption of the Eastern Extension Company's cable between Hongkong and Foochow, there is heavy delay on telegrams to Japan, Foochow, Shanghai and beyond. During interruption of the Sharp Peak-Foochow cable, the only available route for Fomosa telegrams is via Great Northern Nagasaki cables at rate of \$1.40 per word.

Mr. M. G. Kisseloff writes a long letter to the *Nagasaki Press* complaining of insulting articles which have appeared in certain Japanese papers about him; the correspondents regarding him as a spy, posing as a tea-merchant. Mr. Kisseloff says in his letter that he is a citizen of Kiachia, in Siberia, and that he was for twenty years in the tea business in China—Tientsin, Hankow, Kinkiang, and Foochow—at first as a clerk and afterwards as a partner and manager of the tea-factories of the well-known firm in China, Messrs. Tomakoff, Molotoff & Co., with full power of attorney. He has lived in Nagasaki about four years for the benefit of his health.

Mr. Jos. d'Almeida Remedios, cousin of the well-known d'Almeida family here, and a Hongkong boy, has been gaining distinction in England as a banjo-player. He has made several appearances at concerts here, and his many friends in the Colony will be glad to hear that his abilities are meeting with the recognition that they deserve. He is in musical partnership with Mr. Bart Earle, and they are known professionally as Earle and Earle. The *Banjo World* of last month gives portraits of these two entertainers. During January they appeared at the Alhambra, their performance consisting of items selected from the following:—Overtures to "William Tell," "Zampa," "Semiramide," and "Poet and Peasant," fantasias on the "Swanee River," and "My Old Kentucky Home," descriptive pieces, etc. Their future bookings included the Empire and the Moss and Stoll tour. In October they visit America, starting at Keith's, New York.

H.K.B.C.

The Hongkong Boat Club intend to hold a Regatta on the 12th March, over a new course from Wanchoi to Causeway Bay. The programme of the Races is not yet definitely settled.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR NEUTRALITY RULES AT SINGAPORE—RUSSIAN SHIP TO LEAVE.

SINGAPORE, 12th Feb., 1.45 p.m.

The Russian Volunteer cruiser *Voronej*, bound for Odessa from the North, has arrived here and leaves at 9 a.m. to-morrow under neutrality rules, the Proclamation having been promulgated to-day.

[By the rules regulating neutrality, "if any ship of either belligerent shall, after the time when this Order shall be first notified and put in force in the United Kingdom, the Isle of Man, and the Channel Islands and in His Majesty's dominions beyond the seas, respectively, enter any port, roadstead, or water belonging to His Majesty, either in the United Kingdom, the Isle of Man, or the Channel Islands, or in any of His Majesty's dominions beyond the seas, such vessel shall be required to depart and to put to sea within twenty-four hours after her entrance into such port, roadstead, or waters, except in case of stress of weather, or of her requiring provisions or things necessary for the subsistence of her crew, or repairs to either of which cases the authorities of the port, or of the nearest port (as the case may be), shall require her to put to sea as soon as possible after the expiration of such period of twenty-four hours, without permitting her to take in supplies beyond what may be necessary for her immediate use." The same rules are in force here since the issue of the Proclamation yesterday afternoon as noted in another column.—Ed. D.P.]

SINGAPORE GARRISON MOBILISING.

SINGAPORE, 12th Feb., 1.45 p.m.

The local garrison is ready for mobilisation.

GREAT FIRE AT SHANGHAI.

530,000 TAELS' DAMAGE.

SHANGHAI, 11th Feb., 8.40 p.m.

A fierce fire broke out here this evening. Messrs. Hall and Holtz's premises, the Russian Consulate, and Hung Chang's store were completely burnt. Messrs. Watson & Co., Messrs. Nabholz & Co., and Messrs. Lane, Crawford & Co. had their establishments damaged by the fire and by water. The total loss is fully 530,000 taels.

REUTERS' SERVICE.

THE WAR.

LONDON, 10th February.

A Paris telegram from S. Petersburg says that the *Palade* has been sunk and the *Retevian* and *Tavrich* seriously damaged. France has assumed the protection of Russians in Japan.

THE UNITED STATES AND CHINA.

LONDON, 10th February.

Mr. Hay has addressed a note to the Powers, asking if they are willing to join in a notice to Russia and Japan that during hostilities and thereafter, the neutrality and integrity of China must be recognised.

SENSATION AT S. PETERSBURG.

LONDON, 10th February.

Patriotic demonstrations took place in S. Petersburg and elsewhere in Russia on Tuesday, but yesterday's news from Port Arthur caused an immense sensation, and the populace was amazed at Japan attacking Russia before declaring war. The streets of S. Petersburg were thronged with an excited crowd and a Court Ball was abandoned.

CRICKET.

LEAGUE MATCHES.

The Craigengower C. C. will meet the H.K.C.C. Reserves in a League game on the Cricket Ground to-day. The following will play for them:—

L. E. Lammert, R. Bass, A. O. Brown, J. D. Kincaid, M. E. Asger, J. Craik, E. R. Herlon, L. A. Rose, H. C. Anston, T. L. Cross, and R. Pestojin.

The following will represent the Civil Service C. C. in their League fixture with the Royal Engineers on the Civil Service ground at 2.15 p.m. to-day:—

Hon. Dr. Atkinson, R. Pousinby, G. A. Woodcock, H. T. Jackson, P. T. Lumble, W. A. Woolley, R. Wicheil, J. Duveney, F. T. Robins, J. Parkinson, and L. E. Brett.

The return League match between the A. O. C. and the Parsee C. C. will come off on the Parsee ground to-day. The following will play for the Parsees:—

R. B. Cooper (captain), J. C. Chinoy, J. M. Master, J. H. Ruttonjee, C. B. Mowrahwalla, N. Bejoojee, D. R. Captain, Noria, Mehta, J. Nazania, and M. D. Vania.

THE WAR.

LOCAL NEWS.

H.M.S. *Cressy* is ordered to be ready for immediate departure, and may leave at any moment for the North. H.M.S. *Ocean* is also to leave shortly, taking Admiral Bridge up North.

The two Japanese cruisers on their way from Genoa to Yousanka are, it is understood, to touch at Manila and Hongkong. This is a very cautious proceeding, for there seems, in any case, little likelihood of their being attacked by any Russians. But of course, the most unexpected often happens. The insurance for the voyage out reminds us of the writers of a great loss which occurred in 1886. In that year the cruiser *Unai* for the Japanese Navy, sailed from Havre for Japan, and was never heard of again after passing Singapore. The vessel was insured for about £300,000, and the loss suffered by underwriters was one of the worst on record.

The Nippon Yusen Kaisha *Inaba-maru* is still at the wharf at Kowloon; it is not known when she is to run the gauntlet.

PROCLAMATION OF NEUTRALITY.
A proclamation of neutrality was issued in a Government Gazette extraordinary yesterday afternoon.

TEXT OF THE DECLARATION.

Mr. Masahito Noma, Consul for Japan, requests us to publish the following translation of H.I.M. the Emperor's Declaration of War:—
"We all alike, by Grace of Heaven the Emperor of Japan seated on the Throne occupied by the All-saving Dynasty from time immemorial, do hereby make proclamation to all our loyal and brave subjects."

"We hereby declare war against Russia and we command our army and navy to carry on hostilities against that Empire with all their strength, and we also command all our competent authorities to make every effort in pursuance of their duties and in accordance with their powers to attain the national aim with all the means within the limits of the law of nations. We have always deemed it essential to international relations and made it our constant aim to promote the pacific progress of our Empire in civilisation, to strengthen our friendly ties with other states, and to establish a state of things which will maintain enduring peace in the Extreme East and assure the future security of our Dominion without injury to the rights and interests of other powers. Our competent authorities have also performed their duties in obedience to our will, so that our relations with the powers have been steadily growing in cordiality."

"It was thus entirely against our expectation that we have unhappily come to open hostilities against Russia. The integrity of Korea is a matter of constant concern to this Empire; not only because of our traditional relations with that country, but because the separate existence of Korea is essential to the safety of our Realm. Nevertheless, Russia, in disregard of her solemn treaty pledges to China, and her repeated assurances to other Powers is still in occupation of Manchuria, and already has consolidated and strengthened her hold upon those provinces, and is bent upon their final annexation. And since absorption of Manchuria by Russia would render it impossible to maintain the integrity of China and would in addition to that compel abandonment of all hope for peace in the Extreme East; We determined in those circumstances to settle the questions by negotiation and to secure thereby permanent peace. With that object in view our competent authorities by our order made proposals to Russia, and frequent conferences were held during the last six months. Russia, however, never met such proposals in a spirit of conciliation but by her wanton delays put off the settlement of the question and by ostentatiously advancing peace on the one hand while she was on the other extending her naval and military preparations sought to accomplish her own selfish designs."

"We can not in the least admit that Russia had from the first any serious or genuine desire for peace. She has rejected the proposals of our Government, the safety of Korea is in danger, the cherished interests of our Empire are menaced. The guarantees for the future which we have failed to secure by peaceful negotiations, we can now only seek by a brave appeal to arms. It is our earnest wish that by the loyalty and valour of our faithful subjects peace may soon be permanently restored and the Glory of our Empire preserved."

The following are the more important telegrams published by the *N.Y.C. Daily News* with regard to events in the North:—

Tokyo, 8th February.

Mr. Karino, Japanese Minister to Russia, takes the Berlin route.

Tokyo, 7th February.

The Japanese Government is now taking independent action; the reason why Japan does so ought to be fully known to Russia. Baron Rosen called on Baron Komura this afternoon, but this does not imply the receipt of the Russian answer. Since the presentation of her final warning on the 13th of January, Japan has made six demands on Russia for a prompt answer. The arrival or non-arrival now of Russia's reply cannot affect Japan's attitude, especially after Russia's insincerity, which is fully borne out by the large force of Russian troops now pressing on to the Korean border. It is only left for Japan now to safeguard her proper rights and interests, and to accept Russia's challenge boldly and manfully.

Kobe, 7th February.

Baron Rosen leaves on the 12th instant, after being received in audience by the Emperor on the 11th.

Kobe, 7th February.

The steamer *Afridi*, chartered by the N.Y.K., has arrived at Tsuruga, on the north coast of Japan, with three thousand Japanese from Vladivostok.

Tientsin, 7th February.

The Japanese Consul at Newchwang has been ordered to proceed to Tientsin, and also to instruct all Japanese to quit Manchuria and

Port Arthur. The European families are leaving Newchwang. The Russians have purchased the entire stock of coal at Newchwang.

Tientsin, 7th February.

Fifty Russians proceeded to Peking to-day from Chuchou.

Tokyo, 6th February.

The Korean Court is in a state of considerable perturbation. The Emperor's bodyguard has been increased, the palace gates are fortified, and soldiers are patrolling the streets. The natives of Seoul are preparing for flight.

The *Shanghai Mercury's* correspondent in Chefoo says that nearly all the war correspondents are in Tokyo, but he does not think they will get much information from the Japanese high officials, who keep the public in darkness. During his last run over to Port Arthur, about three weeks ago, it was then evident that the Russians were not prepared. They could scarcely feed their troops in spite of a large import of cattle from China. He thinks Chefoo is the best centre for news, as it is in daily touch with Port Arthur, and constant touch with Peking, Shanghai, Weichaiwei, Coran, and Japan.

Hundreds of Japanese truckmen and miners in Wyoming are returning to Japan to enter the army.

Large quantities of pig lead and nitre, presumably for the manufacture of ammunition, have been imported into Japan from San Francisco.

The Japanese agents on the Pacific Coast have ordered 10,000 tons of hay and 3,000,000 lbs. of mutton.

The Commercial Agent for Japan at Vladivostok (holding a position corresponding to that of Consul) telegraphed yesterday, states the *Kobe Chronicle* of the 6th inst., to say that he had received the following Note from the Commander of the Russian garrison:—"By virtue of an order received from my Government I am now in a position to declare Vladivostok within the military zone of siege, and you are requested to instruct all the Japanese to make preparations to leave the district at once. Any Japanese who may desire to remain within Russian territory must proceed immediately to Haborovsk."

Mr. F. Bush, a member of the British mercantile firm of Bush Bros. & Co. Newchwang, addressing the Liverpool Chamber of Commerce on the 12th January, said that his own observation, coupled with trustworthy information, convinced him that at least two hundred Japanese military engineers, disguised as Chinese coolies, barbers, and other menials, had already been distributed at points along the railway, and that it would not be a fortnight after the declaration of war before the line would be blown up at a dozen places.

THE RIVAL MEDICAL STAFFS.

The *British Medical Journal* says:—"The marvellous way in which the Japanese during the last 30 years or so have in many directions adopted, and of an improved, the most modern methods of European nations is, of course, already well known. It is not, however, their familiar knowledge that their military medical arrangements should be, to the inevitable expression, so extremely up to date as to be scientifically comparable with those of any nation, while in point of generosity of the provision of medical officers, elasticity and adaptableness to varying conditions, the difference is, perhaps, in favour of Japan. Thus, while here hospitals, field hospitals, dressing stations of three types, bearer-companies and hospital-ships, all find their place, each division of the army has a medical reserve, which is mobilised simultaneously with it, and serves in the base or reserve hospitals. The medical department also has its own independent transport, and every infantry regiment, cavalry, artillery engineer, and general transport battalion has a medical staff attached to it of a very complete kind. Besides all these standing arrangements, the regulations provide for an automatic addition to the personnel of the hospitals in accordance with the number of patients present, without reference to headquarters. Moreover, so long as a military medical officer remains in chief command additional may be made from the civilian population; everything, too, is done to facilitate the co-operation of the Japanese Red Cross Society. The Russian arrangements are also good upon paper, and Russian military surgeons have an advantage over the majority of their European colleagues inasmuch as that they habitually do the work of nearly all the civil hospitals. It is not to be forgotten, however, that Russians will be working at an immense distance from their real base as far as medical matters are concerned."

By kind permission of Major Radcliff and officers, the band of the 93rd Parnia Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 p.m.:—

March:—"Who's that calling?" ... Ord Hume Overture ... "La Reine d'un Jour" ... Adam Selection ... "The Ship that Sailed" ... Ivan Caryll Mazurka ... "Slavonic Dance" ... Karolyi Allan Selection ... "Leslie Stuart's Song" ... Allan Waltz ... "Jolly Negroes" ... Bucerossi Cake Walk ... "God Save the King" ... Berger

Menu:
Hors D'Oeuvres
Canapes a la Windsor.

Potage Creme de Riz a la Princesse.
FISH.
Boiled Carp with a Pangeaise.

ENTREES.
Fricassee Rabbits and Rice
Mutton Cutlets a la Westminster
Capon and Egg Biscuits
Mashed Curry.

ROAST.
Roast Sirloin of Beef and Horseradish
Roast Pheasant and Bread Sauce
Boiled Chicken and Bacon.

COOLD.
Corned Brisket of Beef and Celery Salad.

Rice Pudding
Apricot Tart
Fine Apple Ice Cream
Tasty Cake.

DESSERT.
Coffee
Fruit.

SPORTING NOTES.

There is not so much in the way of sport in Hongkong to-day as usual. Perhaps the war and the approach of the Races combined make the interest taken in cricket, football, etc., more languid temporarily. The Cricket Ground is given over to a League match and the chief football ground to a Rugby game of not the highest importance. Moreover, there is no yachting, so the day altogether is uneventful compared with recent Saturdays.

The League cricket to-day comprises the fixtures between the A. O. C. and the Pareses, the Civil Service and the R. E., and the H.K.C.C. Reserves and the Craigiegowrie C. C. The last mentioned should be the best game, for the Club Reserves are making a good bid for fourth place and are not quite out of the running for third if they can defeat the Craigiegowrie men. The table, arranged slightly differently from the usual style, shows the various teams' positions to be as follows:—

Pld	To Play	Pts
A.O.C.	11	3
Civil Service C.C.	10	4
Craigiegowrie C.C.	11	3
R.E.	9	5
H.K.C.C. Reserves	10	4
H.M.S. Tamar	7	7
R.A.M.C.	9	5
Pareses C.C.	9	5

The Craigiegowrie can make themselves fairly sure of third place by winning to-day and would go up at once to second place if they were to win and the Civil Service to lose to-day; but the Civil Service would still be in a better position really, with a match in hand. The R. E. are still in the running, but I do not fancy they will finish higher than fourth or fifth.

The Club football ground to-day will be occupied by a Rugby game, the H.K.R.F.C. meeting H.M.S. *Cressy*. During next week four Association matches in the Shield competition should be contested; whether some of them not being played off will result in the defaulting teams losing the tie or not is a matter for the committee to decide. As it is duty which calls them away, a certain amount of grace may be given; but the competition has to be finished some day. The draw for the second round is as follows:—H.M.S. *Albatross* v. H.M.S. *Tamar*, H.M.S. *Leviathan* v. Royal Artillery, H.K.F.C. v. H.M.S. *Ocean*, Sherwood Foresters v. H.M.S. *Cressy*. The Club and the *Ocean* have their match fixed for next Saturday, but there are rumours of the *Ocean* leaving for the North at once. It is unfortunate that the tie is not to be played off to-day.

Similar difficulties to those in the Football Shield Competition arise in connection with the Hockey Cup. The first round was to have been completed on the 10th inst., but the *Leviathan* v. *Centurion* tie has not been decided. The second round must be finished on or before the 22nd inst., but as the *Ocean* has to play the winners of that tie, and the 93rd Burma 2nd team has to meet the *Vengeance* there must either be delay or scratching. After their fine victory in Wednesday over the 93rd Burma 1st team the 110th Mahrattas must be warmly supported for the Cup. They and the Burma 2nd string are now the only non-naval sides left in. The interest of the Hockey Club in the season must be rather spoiled by their defeat in their first tie by what was considered the weakest naval team in. Friendly games must fill the rest of their match-card.

The days of the Race Meeting are drawing very near now, and backers are beginning to pick out their favorites. I am not given to compete with the tipsters, but I shall be surprised if the *Buxey* stable does not go near for the Derby. By the way, the thought of Derby favorites prompts me to ask whether the owner of *Narvaez*, who was until lately so much fancied for the race, really knows or approves of the treatment administered to him by Chinese *maifous*. If the wretched animal is incurably vicious, why not shoot him instead of torturing him in the way his Chinese riders and groomers have done of late? It is almost a case for the S.P.C.A. Eyewitnesses will bear me out.

It will be seen that the Hongkong Boat Club is announcing a regatta next month over a new course—from Wanchai to Causeway Bay. With all the talent at the Boat Club's disposal there should be some good racing seen. The programme is not settled yet. May we hope to see a Canton crew over here?

There is no Royal Hongkong Yacht Club race to-day or to-morrow. The next contest (9th Club Race) takes place next Saturday and Sunday.

Some details of the last wrestling match of Ahmed Madrali, the "Terrible Turk," before his defeat by Hackenschmidt, the "Russian Lion," which was announced by telegram in the *Daily Press* the other day, may be of interest. Madrali met Henri Sandfield of Lucerne at the London Pavilion on the 7th ult. and by besting him secured the catch-as-catch-can wrestling championship of the world. Both men are veritable giants, standing 6ft. high. Sandfield is twenty-seven years of age, and Madrali a year his junior, but the Turk was giving away 32lb. The Swiss proved no match for the Turk, and succumbed in each of the first two falls in less than seven minutes. The Pavilion was packed when the two men took the mat. Madrali at once became aggressive, and with only two minutes gone Sandfield had hard work to escape a deadly "half-Nelson." The Swiss carried a superabundance of flesh, and made desperate efforts to get away from the Turk's iron grip, but lost the first fall in 6min. 52sec. In the second fall both men tried the neck-hold

without effect. Once the Swiss brought Madrali to his knees, but quickly regaining his feet the Turk, by a powerful effort, threw the Swiss from him on to the mat and rolled him over in 6min. 24sec. The stakes were £50 a side, and a prize of £150 given by the management. In the Hackenschmidt-Madrali match the wrestling was in the Graco-Roman style, not catch-as-catch-can.

OMPAK.

HONGKONG CRICKET CLUB.

THE NEW PAVILION.

An Extraordinary Meeting of Members was held in the Pavilion yesterday evening to discuss the recommendations of the sub-committee appointed for considering the question of a new Pavilion. There was considerable difficulty in forming a quorum, but eventually the required 30 were collected:—Messrs F. Maitland (chairman), J. T. Dixon, T. Sorcombe Smith, A. Mackenzie, R. A. B. Pousonby, H. Hancock, Hon. A. M. Thomson, A. Denison, J. R. Michael, A. J. Raymond, O. J. Ellis, P. W. Goldring, A. O. Brown, E. Humphreys, C. R. S. Cooper, W. B. Dixon, G. Blood, Dr. F. H. Kew, C. Kew, T. C. Gray, Rev. C. H. Hickling, T. E. Pearson, H. Puckney, A. Humphreys, H. Humphreys, C. Radanmacher, H. Arthur, E. C. Emmett, J. E. Lee, C. H. Grace, A. G. Ward, W. J. Saunders.

The CHAIRMAN said he regretted that Mr. Mitchell, owing to sickness in his family, was unable to preside at the meeting. They all knew that they must have a new pavilion. The committee had appointed a sub-committee, and the sub-committee's report had been in their hands for some time. Special thanks were due to Messrs. Ram, Leigh, and Dixon, who had taken such trouble with the plans. If the sub-committee's recommendations be passed the club would easily be able both to get debentures and pay them back. \$14,400 have been promised by certain gentlemen in the colony. Before putting the resolutions to the meeting he would hear anything anyone had to say. He thought, however, that the sub-committee had gone very fully into the matter and the best thing would be to do as they suggested.

Mr. SERCOMBE SMITH asked if the consent of the Government had been received. He also understood that Government objected to the coolies' entrance near the new Law Courts.

The CHAIRMAN proposed, and Mr. P. W. GOLDBRING seconded, that a new pavilion be erected in the north-west corner of the cricket ground at a total cost not exceeding \$30,000. Mr. WARD said that he had been to see the Hon. Mr. Chatham regarding the pavilion, and asked if he may any objection to the pavilion being erected in the S. W. corner, near the City Hall, instead of at the N. W. corner. The Hon. Mr. Chatham rather approved of such alteration in the plans; he did not desire that the coolie-quarters, urinals, etc., be near the Law Courts; if placed on this new site he did not think that the government would have any objection. Mr. Ward thought that if the site were changed people would subscribe more liberally. The foundations, too, in this new site might be less costly.

Mr. C. W. DIXON proposed an amendment so that the resolution would read:—That a new pavilion be erected on the cricket ground at a total cost not exceeding \$20,000 (the words "north-west corner" being expanded).

Mr. SERCOMBE SMITH seconded.

The CHAIRMAN proposed, and Mr. C. W. DIXON seconded, that the plans of Messrs. Denison, Ram and Gibbs be accepted.

Mr. P. W. GOLDBRING proposed an amendment so that the resolution should read:—The plans of Messrs. Denison, Ram & Gibbs, subject to all necessary modifications, be accepted.

Mr. SERCOMBE SMITH seconded, and it was carried.

The CHAIRMAN proposed, and Mr. HENRY HUMPHREYS seconded, that the tender of King Tak Cheong be accepted.

Mr. MACKENZIE proposed that this matter be left to the discretion of the committee.

Mr. P. W. GOLDBRING seconded Mr. Mackenzie's amendment, and it was carried.

The CHAIRMAN proposed, and Mr. H. HANCOCK seconded, that the sum required be raised by the issue of six per cent. debentures of the face value of \$50 each, repayable at 10 yearly drawings commencing on 31st October, 1905.

Mr. P. W. GOLDBRING proposed an amendment so that the resolution should read:—The committee be authorized to raise the sum required by the issue of . . . etc.

Mr. SERCOMBE SMITH seconded and the amendment was carried.

The CHAIRMAN proposed, and Mr. Cooper seconded, that rule 16 be amended by substituting \$15 for \$10. This would mean that the annual subscription for civilians would be raised from \$10 to \$15, and for Naval men from \$5 to \$7.50.

This was carried.

Mr. SERCOMBE SMITH proposed a vote of thanks to Mr. Maitland (applause).

Mr. MAITLAND thanked the members for their attendance.

FOOTBALL.

This afternoon in the Happy Valley the Hongkong Football Club will play H.M.S. *Cressy*, under Rugby rules. Kick-off at 4.15 p.m. The following will play for the Club:—H. Arthur, full back; H. A. Seth, T. E. Pearce, J. Thomas, and A. N. Other, three-quarters; A. B. de Venille, and R. A. Whitcomb, halves; H. C. Sandford, (capt.), Lieut. Storer, H. E. Rowley, Lieut. Richards, Lieut. Rogers, Lieut. Duncan, W. A. Craik, and C. H. K. Newman, forwards.

CORRESPONDENCE.

OUR SUNDAY-SCHOOLS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th February.
SIR,—I read with considerable attention the letter of Mr. Wrenmouth, which appeared in your issue of yesterday's date, upon this subject, as it is a matter in which I take a very great interest, and it has surprised me, as much as it apparently has Mr. Wrenmouth, to find that here, in this British Colony, we have no regular Sunday School attached to the Cathedral to which we can send our children, in the comforting knowledge and belief that there they will be fully instructed in the doctrines of our orthodox and Catholic Faith, which is the object of a true and sincerely founded Sunday School. It is passionately to be regretted that, with all the ready help at hand, things in this direction here should be so extremely lax. I venture to say, and I know whereof I speak, that there is not another cathedral city in the British Colonies where so much is left to be desired in ecclesiastical matters as in this Colony. As Mr. Wrenmouth pitifully remarks, we are treated to platitudes, where we want new light—platitudes such as are familiar to every right-minded school girl and boy. We are told wonderful stories of the faithfulness and endurance of Oriental converts—but what of ourselves and of our children? Surely there is something due to us and to our children—to us who are asked constantly to open our purses for this mission, for that mission, and for all kinds of missions. Missions—Yes! but missions to whom? Missions to those, in some instances, who might well send missions to ourselves, and could show us a better example of how to treat aliens, "heathens," and "heretics," and to instruct children in their faith, than our missionaries seem to think it necessary to turn their attention to in these far lands. It is profoundly regrettable that the Church is not established here, for then we could choose our ministers, who would be ministers unto ourselves.—Yours, etc.,

ANGLICAN.

STREET NUISANCES IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th February.
SIR,—With reference to the letter in your paper of yesterday's date headed "Street Nuisances in Hongkong," I beg to inform you that for some time it had been fully my intention to write you on the subject and ventilate some of the nuisances explained in that letter. However, I will not repeat what your correspondent has stated, except as regards the nuisances of coolies with bamboo, etc., walking on the footpath. He only mentions one case in a week, but then this happened opposite the Hongkong Hotel. If your correspondent would like his way to say opposite the Naval Yard, he would not need to be very diligent before he discovered at least one instance of this sort occurring any morning between 9 a.m. and 10 a.m. (it probably occurs at other times, but I state this hour as I pass by this way usually between those hours every morning). He would certainly be the victim himself if he kept his vigil on the pavement (the road is the safe place from which to watch).

Strings of coolies from the direction of Wanchai pass along about this hour for the most part carrying buckets (and for the most part on the pavement) containing some liquid which I assure you, dear Editor, is not essence of violets, and which as a rule baptizes your native garments if your leg happen to come in contact with one of the said buckets. This, however, is not the only thing they carry. Last Sunday week I happened to be walking along in this direction about the same hour when, as I arrived opposite the military road alongside the nullah running past Murray Barracks, I saw approaching me two coolies carrying an unfinished wardrobe and also carrying everything before them. As soon as they came nearly in contact with me I politely persuaded them to walk in the road, to the great delight of a "Look on" (the term is very appropriate) poised in his characteristic attitude in the middle of the road not ten yards off. I think I ought to be dubbed a public benefactor to cause this official some amusement. They are placed there, I take it, to be amused. They get such a little of it, poor fellows, and they do look so ginn as a rule.—Yours, etc.,

A PEDESTRIAN.

POLICE COURT.
Friday, 12th February.
(BEFORE MESSRS. T. SERCOMBE SMITH, H. H. J. GOMPERTZ, AND J. H. KEMP, POLICE MAGISTRATES.)
CHARGE OF ASSISTING BEAMEN TO DESERT.
A case was called in which A. Friemann, proprietor of "The Land We Live In" Hotel, and Patrick Taylor, waiter in that hotel, were charged with having on the 3rd inst. assisted a stoker and an able seaman, by name W. H. Carter and B. A. Jacob respectively, of H.M.S. *Cressy*, to desert, well knowing that they were about to desert. Mr. G. K. Hall Bratton, solicitor, appeared on behalf of the first defendant, A. Friemann. The case against Taylor was taken first.

He pleaded not guilty.

Mr. F. B. L. Bowley, Crown Solicitor, conducted the prosecution. In opening the case he said he would prove that Jacob and Carter came ashore on leave on the morning of the 3rd February. Jacob had 24 hours' leave and Carter 48. While on leave these men were

not allowed to leave the Colony or to wear any clothes except their uniforms. It appeared that after they came ashore they went to a second-hand clothes shop in East Street and bought two suits of clothing and caps, which were wrapped in two parcels. After getting these suits they went to "The Land We Live In" Hotel some time in the forenoon and asked the landlady if she would take charge of the parcels. She did so. In the afternoon they went back again and asked Taylor if they could change their clothes, and he said they could do so at the back of the house. Thereupon they got their parcels back from defendant, went to the back of the house and changed from their service clothes into plain clothes. Then they wrapped their uniforms in the same paper that had contained their new clothes and came back again to the bar. Some conversation passed between the sailors and the defendant and the landlady, and it appeared they asked defendant to keep their service clothes, which he refused to do, because he said the landlady would not allow him to do so. As they were about to leave the public-house defendant handed to Carter a letter addressed to a Mr. Gilkinson at Shekwaitong, Canton, asking him to do what he could for these men. One of the principal pieces of evidence against the defendant was his own statement made in the charge-room in which he said clearly he knew these men intended to desert and that he gave them the letter for this purpose.

Lieut. Lockhart, of H.M.S. *Cressy*, identified the two deserters.

W. H. Carter, one of the deserters, gave evidence about Jacob and himself going to the hotel. He recognized the letter (produced) as the one which defendant handed to him. It was to the following effect:—"Dear old friend,—If you can see your way clear to do anything for these two boys I shall feel much obliged to you. I shall be up there as soon as things blow over."

In answer to questions by the defendant witness said he told defendant in the public-house that "they might go to Canton for a couple of days on the spree as they were on leave." He did not remember defendant saying anything about the gentlemen to whom the letter was addressed giving them grub. Witness did not tell him what their leave was for as he was aware. They took their service clothes with them, intending to leave them somewhere else or at the canton.

Inspector Langley gave evidence as to the arrest of the deserters and the defendant. Defendant made a statement to the effect that when the sailors came in in the afternoon and asked that their parcels be given back to them they also asked for some beer, which he gave them. The "boss" of the place was there. When he was away paying over the beer-money to the "boss" the two sailors went into the back of the premises and dressed themselves. When they came out the "boss" did not seem to mind so long as they took their clothes with them. Defendant gave them this letter and told them that if they went up to Canton the address would give them their grub. He did not know he was doing anything wrong.

Mr. Bowley in reviewing the evidence mentioned that defendant was an American citizen, but that he must have known he was doing wrong in assisting these men to go to Canton. Defendant stated that American sailors could wear civilian clothes in their own country.

The Court reserved judgment till to-day at 2.15 p.m.

The case against A. Friemann was then proceeded with, Mr. Hall Bratton defending.

Mr. Bowley said the evidence to be adduced in this case was almost exactly similar to that given in the previous case, except that he would prove that defendant was present that afternoon and saw these men in their service of dress, and must have seen them go into the back premises and come out in their changed clothes; and he hoped to prove that he heard some conversation that passed between the men and Taylor with reference to leaving their clothes in the house and knowing that something was wrong.

After the hearing of evidence judgment was deferred in this case also.

CHURCH SERVICES.

S. JOHN'S CATHEDRAL.
14th Feb: v. Quinquagesima Sunday.
Holy Communion (7.30 a.m.).
Matins (11 a.m.).

Responses, Psalms, Venite, Aleck: Psalms, Benedictus, Hymns, Te Deum, Cantic in D; Benedicite, Hymns in E-flat major; Hymns, 262 and 273.
Evangelium (5.45 p.m.).

Responses, Psalms, Venite, Sancti, Purcell, Felton and Woodward; Magnificat, Drey in D; Nunc Dimittis, Dupuis in A minor; Hymns, 210, 267, and 192; Vesper Hymn, Ward (No. 1).

S. PETER'S CHURCH.
Queen's Road West.
Holy Communion, 7.30 a.m.
Matins (11 a.m.).

Venite, Jones; Te Deum, Woodward; Benedictus, Trantbeck; Hymns, 125, 594, 371, and 367.
Evangelium (6.30 p.m.).

Magnificat, Goss; Cantic, Crotch; Hymns, 122, 364, 593, and 362.

The Church Launch *Dayspring* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6 p.m.; returning afterwards). Visitors welcome. Books, &c., provided. Sunday school 10-10.45 a.m.

GOSPEL HALL.
Armenian Street, Top Floor, off Queen's Road East.

Meetings are held as follows:—Sunday—Acts 2, 42, 11 a.m.; Gospel Address, 6 p.m. Tuesday—Soldiers and Sailors' Bible Class 6 p.m. Thursday—General Bible Class, 6 p.m. Saturday—Prayer Meeting, 6 p.m.

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHRE & CO., we are requested by them to Resum Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

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Hongkong, 21st December, 1903.

MARINE COURT.

Friday 12th February.

Before Hon. BASIL TAYLOR (Acting Marine Magistrate).

REFUSING DUTY.

Capt. Frederick Brown, of the s.s. *Crusader*, charged Andrew Kerdlie, Roumanian, fireman, with refusing duty. The defendant pleaded not guilty.

Capt. Brown, sworn, deposed that while at sea on the 1st January the chief engineer reported to him that defendant had refused to flood ashes in the stokehold, and was very impudent to the 4th engineer, on watch. After the defendant had been lodged, and the entry read to him, he (defendant) said Capt. Brown could log him as much as he liked; defendant would not work again; witness could get another man in his place. Witness told defendant he must go to work, but half an hour later the chief engineer reported that witness had not gone to work, but had hidden himself, and steam had gone down in consequence, delaying the ship. Next morning witness found defendant lying in his bunk smoking a cigarette. On being interrogated as to why he did not "turn to" defendant said he had hurt his leg and arm. Witness took defendant to H.B.M.'s Consul at Moji, who advised him to have the man examined by a doctor; unfortunately the only European doctor was away, and the ship had to leave port two days later, the 5th inst. The man had not worked up-to-date.

Chief Engineer George Johnson gave corroborative evidence. The man had given the usual Greek and Italian story that he was sick, though he had been well ten minutes before (in the evidence it transpired that the man had drawn a knife on two men belonging to the watch below; one of the engineers took the knife from him). When the man first absented himself from work the third engineer reported that steam had gone down in consequence. There were nine fires, the regular watch being two firemen and a trimmer.

The defendant had no questions to ask, but said he was sick. When growing with some of the other men he fell down the stokehold ladder and broke his hand and foot. He had contracted a venereal complaint at Port Arthur.

Capt. Brown, recalled, said that the defendant had been laid up at Port Arthur from the 21st to the 25th, when he resumed work of his own accord.

Defendant on being interrogated said he was a sick.

The Hon. Basil Taylor adjourned the case, so that defendant could be examined at the Government Civil Hospital.

Defendant was found to be suffering from a rupture of some months' standing. He was ordered to forfeit twelve days' pay, and was sent to hospital.

SHIPPING NOTES.

WEATHER OUTSIDE.

Moderate to strong N.E. monsoon.

A NEW RIVER STEAMER.

The new river steamer built by Messrs. Bailey & Co. for the Yuen On S.S. Co. is to undergo her official trial trip to-day. She is a twin-screw steel vessel, 100 feet in length, with accommodation for about 20 European passengers, 15 or 20 Chinese first-class, and several hundred steerage on the lower deck. She is intended to run on alternate nights with the *Shin On* s.s. *Kowong Chow*, on the Hongkong-Canton run.

A CALGO FOR HONGKONG DELAYED AT MANILA.

The American barque *Eric J. Ray*, 919 tons, from Rajahmundry, Sarawak, with timber for Hongkong, recently put into Manila in a very leaky condition, and will probably have to discharge her cargo. Manila advices state that repairs will cost more than the ship is worth, so it is probable she will be condemned.

W.E. BIN STEAMER OVERDUE.

The *Wee Bin* s.s. *Wilhelm*, which left Macassar for Ampang on the 26th ult., is overdue. The *Wee Bin* s.s. *Charthouse* has been despatched from Singapore to look for her.

DEATH OF CAPT. W. BUTTON.

Capt. William Hutton, late of s.s. *Bealmond*, died at the Government Civil Hospital on the night before last. He was buried at the Happy Valley cemetery yesterday.

ADMIRALTY COAL FOR HONGKONG.
By latest advices from home it is learned that the usual British Admiralty supplies of coal for the year have been contracted for. Shipowners who in the beginning of January accepted 15s. 6d. or 17s. 6d. per ton for carrying freight to Hongkong were a few days later to learn to their regret that the Admiralty agents from 20s. 6d. to 25s., and it was understood that the charter-party gave the Admiralty the customary option of requiring delivery at several ports, including Wei-hai-wei, Chefoo, and Nagasaki, or to the British fleet at sea. The Admiralty have now reduced their rates to Hongkong to 19s.

COAL.

Some 2,232 tons of Hongkong coal arrived by the s.s. *Hipsang* yesterday.

U.S. MAIL.

A mail—407 packages—arrived from San Francisco, via intermediate ports, yesterday.

STEAMER MOVEMENTS.

The O.S.S. & C.M. steamer *Idoneus* left Singapore on the 11th inst., and is due here on the 18th inst.

The C.P.R. steamer *Empress of Japan* arrived at Kobe at 4.30 p.m. on the 10th inst., and left again at 11 p.m. same day, via Nagasaki for Shanghai, where she is due to arrive at midnight on the 14th inst.

The Boston Steamship Co.'s steamer *Shawmut* left Manila for this port on the 12th inst., at 3 p.m., and may be expected here to-morrow.

The silk ex C.P.R. steamer *Empress of China*, which left Hongkong on the 13th ult., and Yokohama on the 22nd ult., arrived in New York on the 11th inst., thus making a transit of 29 days from Hongkong and 20 days from Yokohama.



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(Author of "Dr. Nikola," "My Indian Queen," &c., &c.)

CHAPTER VI. (continued.)

"Tell me about those dreams," I said, but without any show of eagerness, for I was fearful of destroying whatever small train of thought there might be in her poor overworked brain.

She paused for upwards of a minute before she replied, and stood looking over the rail across the starlit sea.

"They frighten me," she said at last. "Yet I cannot escape them. They dragged him out before my eyes and carried him on deck. I can hear his screams now. Oh God! I can hear them now!"

She covered her face with her hands and her whole frame shook with the violence of her emotion. The person to whom she referred, as I took it, was the man whom we had found pinned upon the deck. At the risk of hurting her, I could not refrain from putting another question.

"But who carried him on deck?" I asked, hoping once more to entrap her.

"They did," she answered, and then repeated—"They dragged him out and carried him on deck, and I ran to my cabin and crouched in the corner. He fought—oh, merciful God! how he fought. But it was no use—no use at all. Then I was alone!"

"But who were the men who committed this dastardly act?" I asked, feeling that at this rate I should never get to the bottom of the mystery.

"I cannot tell you that," she replied. "She did not want me to hear, and when I looked more closely at her I discovered that her eyes were closed as if she were asleep. I realised then that it would be useless to attempt to extract any more information from her. Taking her arm I suggested that perhaps it would be as well if she went below, as the dew was falling heavily. Obedient, as usual, she turned at once and allowed me to conduct her to the companion ladder and thence to the cabin below. At her cabin door I bade her good-night. She in her turn wished me 'good-night'—though I very much fear it was mechanical, and that she was not conscious of what she was saying. After that I returned to the deck and lit my pipe. As you may suppose I had plenty to think about as I patrolled the poop.

What was the mystery that enshrouded this ship? What was the reason of the crime that had undoubtedly been committed on board her? If it had been mutiny why had they been so careful to leave the ship so spick and span—for a rule mutineers—having disposed of their officers—do not turn to and clean up before taking their departure. On the contrary they left like rats unless their object is to seize the vessel, which was plainly not so in this case. Then again, who was the man whom we had discovered so brutally murdered and pinned to the deck? He did not look like a sea-faring man—though for that matter I have known many shippers who might well have passed for clergy men, doctors or lawyers. If, however, he had been the skipper, what had become of the mates? Possibly, I argued, they might have been murdered too and their bodies thrown overboard—or, on the other hand, they might have left the ship with them. This train of thought brought me to the most puzzling of all. If the mutineers had obtained possession of the vessel, why did they leave her in mid-ocean. They could not hope to make the land, and no other vessel would take them off a ship like this without enquiry. It was not as if she were new and in any way on the contrary she was as trim a craft as the heart of a mariner could desire. The whole thing was entirely inexplicable and I could not make head or tail of it—try how I would. I devoted three pipes to the consideration of it, and then came to the conclusion that it was beyond me, and that it would be better to leave it alone and to trust to Time to solve the mystery for me. This did not prevent me, however, from speaking to Jackson on the subject when he came on deck at eight bells (midnight) to relieve me.

"What do you think of it all?" I asked him. "For my part I can't make head or tail of it. It seems out of all proportion. First you think you've arrived at a solution of the problem, only to discover that another circumstance has cropped up to throw down your theory like a house of cards."

"I don't mind confessing that it beats me," he answered frankly. "No nearly added my brains trying to come to an understanding as to what it might be. But what makes you speak of it to-night, sir?"

I described the conversation I had had with Miss Alexandra earlier in the evening and her serious statements about the man being carried on deck, his screams, and her subsequent run to her cabin and the agony she suffered there. It is quite possible that in my excitement I may have made the colour a little lurid, but under the circumstances that did not matter very much.

"Now, what do you think about it?" I asked in conclusion.

"As I said before, I don't know what to think," he replied. "It's too big a riddle for me to answer. One thing, however, is quite certain, and that is the fact that the man we found pinned upon the deck had nothing to do with the working of this ship."

"I gave a start of surprise. If he were right there was one thing explained.

"Good Heavens," I said, "how on earth do you know that?"

"In the first place because he had not the appearance of a sailor," he replied, "as if that in itself were a conclusive argument."

I answered him as I have already written, and I think convinced him that the view of the question counted for nothing. He was by no means disconcerted.

"Oh, but I've more up my sleeve," he went on, and began rummaging in his pockets for something. Eventually he produced a torn piece of paper, which he handed to me with an air of pride. "Look at that," he said, "and see if it tells you anything."

I carried it to the binnacle and examined it by the light of the lamps there. The man at the wheel watched me with some curiosity. Probably it did look rather odd to one who was not in the secret.

Without doubt it was a luggage label and torn half across from right to left. The sort of label that one sticks on the top of trunks when travelling. The reverse side had been gummed, but this had mostly disappeared. The name written upon the paper had disappeared, and all that remained was the simple word "Esq." and below "go to London"—below that again "on voyage." All this was as plain as noonday. The man, whoever he might have been, was a passenger to England, and the particular item of luggage to which this label had been attached was wanted on the voyage. But what reason had Jackson for supposing that this label had anything to do with the unfortunate individual whom we had found upon the deck?

I left the binnacle and went across to where he was standing at the back of the poop.

"Where did you get this?" I asked, when I reached him.

"In the cabin next to mine," he answered.

"This afternoon I thought I could discover anything. I found this crumpled up under the bunk—torn off evidently and thrown down there—thinking it would never be noticed."

"But how do you propose to connect it with the murdered man?"

"I don't know that I can connect it at all—but I think very much as if it might have belonged to him."

The matter was growing more and more complicated every minute. For my part my head was whirling under the strain. I felt just as one does in a dream, when, do what will, one cannot understand anything, or make anyone else understand.

"But, good gracious, man," I cried at last, "if it came off his luggage, where is his luggage now? Answer me that! They, I mean, the mutineers, would not be likely to bury themselves with his trunks, and if they didn't where are they now? Solve that, and I believe, we'll come near getting to business."

Jackson had a tendency at times to drop into slang. He did so on this occasion.

"It's a fair guess," he observed emphatically. "I never knew another like it."

"Well," I said, "I think I've worried enough over it to-night. I shall go below and see if I can dream of it. So far as I can tell it's about all we can do."

Having given him the course I accordingly went down to the cabin—and a place of rest, and then made my way to my cabin. Ten minutes later I was in bed and fast asleep, destined not to wake till the steward came to call me at seven o'clock.

Next day, and greatly to my disappointment, I found that Miss Alexandra had relapsed into her former semi-comatose condition. She seemed unconscious of anything that went on around her, and when I persuaded her to accompany me on deck and found a comfortable place for her alongside the companion, she sat there, looking straight before her with lack-lustre eyes—as if she had no sort of idea where she was. It was a pitiable thing to witness. Poor girl! I felt indeed sorry for her, but alas! I could do nothing to help her.

At this juncture, I found myself confronted with a serious problem. When we reached England, what was I going to do with her? The owners of the "Hulk" would not of course be willing to provide for her; we could not discover the name of the ship (I had tried to do so by every means in my power—but in vain. It had been erased most carefully wherever it had been painted) in which case we could not communicate with the underwriters. There were no papers to be found aboard her and no clue as to the name of the skipper or any of his officers. Even the identity of the girl herself was entirely unknown to us. What then was her fate to be? What was more I had tacitly constituted myself her protector. She had no money and no means of supporting herself, yet it would be out of the question to allow her to go to the workhouse—which unless something were done, must be her inevitable fate. This worried me more than I can say. I thought about it day and night. She was so beautiful—evidently so well-bred—that the thought of such a fate befaling her was more painful to me than I can say. Yet I had no desire—at least not at that time—to have her upon my hands. I had come home on a holiday and did not intend turning myself into a Charity system for distressed damsels, however beautiful. I might just as well have expected Jackson to give up the sea and stay at home to look after her. She had as much claim upon him as she had upon me.

A pretty hole you've got years if into, my lad," I said to myself. "How you're going to get out of it, I don't quite see." Nor did I! However, sooner or later, everything rights itself, and by the time we were in the Channel Providence had found me some sort of a way out of my difficulty.

It was a perfect morning. Overhead the sky was a beautiful sapphire blue. The water had just that crisp life-like tints that betoken a fair sailing breeze. Cannot you see this picture? The canvas billowing out like so many great balloons—the breeze humming through the rigging—like the weird Eolian Harp—and the foam straining out (it can think of no better word) on either bow like swan's down upon the water.

It was Jackson who solved the problem for me. I told him of my dilemma. He heard me out and then pondered for a few moments. Jackson pondering was a sight worth seeing. At last he appeared to have come to some sort of an understanding with himself.

"Just look here," he began in the abrupt way that was peculiar to him. "I've been thinking it over. I've seen you've been worried these last few days, and I guessed what it was about. You want to know what you're to do with Miss Alexandra when we get home?"

"You've hit the nail on the head this time," I answered.

"Very good then," he continued. "Now listen to my idea. I'll tell you what is the best thing to be done."

(To be continued.)

A BRUTAL PRIZE FIGHT.

The fight in San Francisco between Young Corbett and Eddie Hanlon for the featherweight championship of the world resulted in the victory of Corbett, the holder, in the sixteenth round. No fighter ever received such punishment in the San Francisco ring as Hanlon did at the hands of the champion, and it was the fear that his life would be forfeited that caused the referee, in obedience to the shouted demands of thousands of spectators, to stop the contest in the middle of a round. The defeated man was borne by his seconds to his corner, still conscious, but unable to walk. He presently began to vomit blood, and the case looked serious for a short time, but he finally revived. Young Corbett, who had not a mark of the conflict on him, stood beside his fallen antagonist in great concern, and when Hanlon partially recovered Corbett impulsively bent down and kissed him. "You can lick them all," At the beginning of the fight Corbett held the upper hand, and mixed it up in very lively fashion. Hanlon, however, gave as good as he got, and freshened up with the zest of the conflict until in the seventh round he surprised the champion, twice sending him to the floor. The San Francisco man, however, was unable to keep up the pace after the twelfth round. Corbett developed an effective manoeuvre, resting his head against Hanlon's shoulder and delivering vigorous swinging blows and upper cuts upon the stomach. This exhausted his opponent, who was unable to offer adequate resistance. It was the force of Corbett's short arm blows that gave him the victory. The last two rounds can only be described as brutal and sickening. Hanlon was quite helpless, but by dogged resolution he refused to be knocked out by a perfect shower of blows in the face. Corbett himself pitied his opponent, and twice asked Hanlon's seconds to withdraw him. The audience took up the demand, thus forcing an abrupt termination of what was to have been a 34-round contest. The receipts amounted to over £2,200, of which Corbett got about £1,400 and Hanlon £400. The betting was 2 to 1 on Corbett.

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Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes de France, Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kamamoto and Tenoura Coal Mines. Sole Agents for Kawanishi, Komatsugaura, Minami, Itoyori and Kamagahata Collieries.

K. UYEMURA, Manager

Hongkong, 4th March, 1903.

NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.

HOTEL
Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT
Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr. and Mrs. Nowirth.

BAR
Under the direction of American mixologist. Anything you want served promptly and pleasantly.

BILLIARD ROOM
Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in attendance.

STABLES.
Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,

PROPRIETORS.

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"BAMBERG."
Captain Mitsch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to two contrary be given before Noon, To-day, the 10th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 16th inst. at 3 p.m.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 10th February, 1904.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
The Company's Steamship

"INABA MARU"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted and marked by mark and delivery, can be obtained as soon as the Goods are landed.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, To-day, 11th inst.

Goods not cleared before the 18th inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 21st inst., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.
NIPPON YUSEN KAISHA,
Hongkong, 11th February, 1904.

[506]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ANDALUSIA"
Captain G. Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 8th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 15th inst. at 3 p.m.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 15th February, 1904.

[439]

JAVA-CHINA-JAPAN LIJN

FROM YOKOHAMA, KOBE AND AMOY.

THE J. C. J. Lijn Steamship

"TJIPANAS,"
Captain P. Zwart, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th February, 1904, will be subject to rent.

All Claims for damage must be sent in before the 15th February, at Noon, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

The steamer will be despatched for Singapore, Batavia, Cherbon, Samarang, Sourabaya and Macassar, on the 19th inst., at daylight.

HOLLAND-CHINA TRADING COMPANY,
Agents.

Hongkong, 11th February, 1904.

[505]

STEAMSHIP "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London &c. &c. Dore and Edon, from Havre &c. &c. Simon, Bordeaux &c. &c. Ville de Marseille, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 p.m., To-day, the 9th inst., requesting it to be landed here.

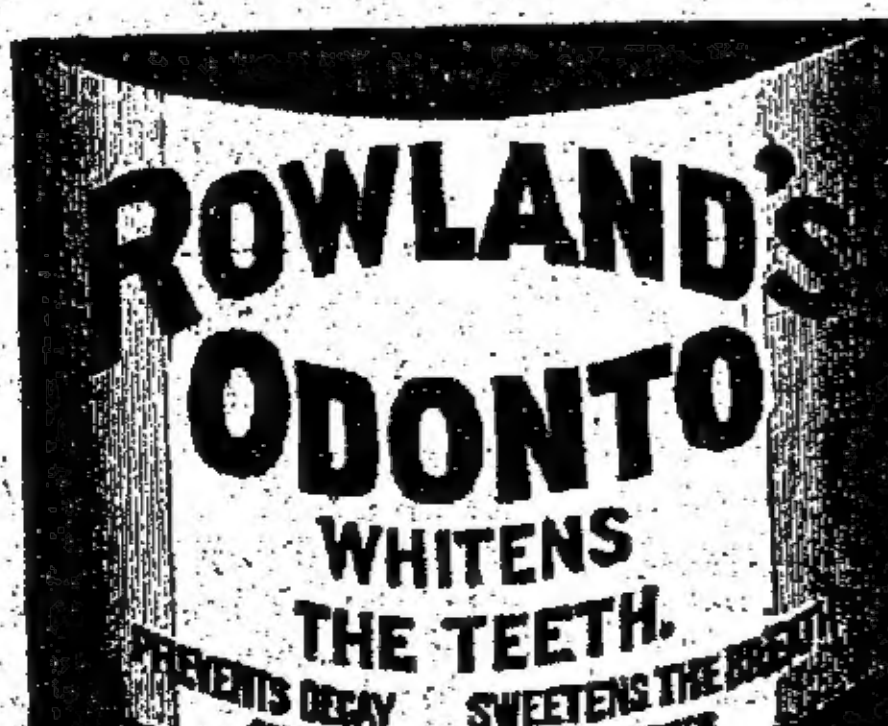
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Wednesday, the 17th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th February, or they will not be recognised. All damaged packages will be examined on Wednesday, the 17th February, at 8 p.m.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 9th February, 1904.

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SHIPPING.

ARRIVALS.
Feb. 11. MALTA, British str., 3,900. C. L. Daniel, Shanghai 9th February, Mail and General.—P. & O. S. N. Co.
Feb. 12. CANTON, British str., from Canton. M. J. 6th Feb. Conl. JARDINE, MATTHEWSON & Co.
Feb. 12. CANTON, British str., 2,744. F. H. Armstrong, R.R.R., San Francisco 15th Jan. and Shanghai 14th Feb. Mails and General.—P. & O. S. N. Co.
Feb. 12. BOMBAY, British str., 1,127. W. F. Bickel, Wuhu 7th Feb. Rice.—JARDINE, MATTHEWSON & Co.
Feb. 12. HONGKONG, British str., 1,049. Stalker, Hongkong 10th February, Conl.—JARDINE, MATTHEWSON & Co.
Feb. 12. TAIWAN, British str., 977. Baker, Wuhu 7th February, Grain.—JARDINE, MATTHEWSON & Co.

DEPARTURES.
Feb. 12. HONGKONG, British str., for Canton. F. H. Armstrong, R.R.R., San Francisco 15th Jan. and Shanghai 14th Feb. Mails and General.—P. & O. S. N. Co.
Feb. 12. BOMBAY, British str., for Hongkong. M. J. 6th Feb. Conl. JARDINE, MATTHEWSON & Co.
Feb. 12. TAIWAN, British str., for Canton. F. H. Armstrong, R.R.R., San Francisco 15th Jan. and Shanghai 14th Feb. Mails and General.—P. & O. S. N. Co.

VESSELS IN DOCK.
Feb. 12. HONGKONG, British str., for Canton. F. H. Armstrong, R.R.R., San Francisco 15th Jan. and Shanghai 14th Feb. Mails and General.—P. & O. S. N. Co.
Feb. 12. BOMBAY, British str., for Hongkong. M. J. 6th Feb. Conl. JARDINE, MATTHEWSON & Co.
Feb. 12. TAIWAN, British str., for Canton. F. H. Armstrong, R.R.R., San Francisco 15th Jan. and Shanghai 14th Feb. Mails and General.—P. & O. S. N. Co.

VESSELS ON THE BERTH
NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rinaldini United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSEINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, LEBANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at Through rates to PERMANENT GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALGERIA and MALAGA.)

THE Steamship
"CAPRI"
Captain Bickel, will be despatched as above TO-DAY, the 13th inst., at NOON.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 8th February, 1904. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
Through Bills of Lading Issued for BATAVIA, PERMANENT GULF, CONTINENTAL, AMERICAN and SOUTH AMERICAN PORTS.
The Steamship
"MALTA"
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 13th FEBRUARY, at NOON, taking passengers and cargo for the above ports.
Full and valuable cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 3rd February, 1904. [1]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOOCHOW.
THE Company's Steamship
"THALES"
Captain Robson, will be despatched for the above ports on MONDAY, the 15th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAK & CO., General Managers.
Hongkong, 12th February, 1904. [509]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"CATHERINE APCAR"
Captain A. Stewart, will be despatched for the above ports on MONDAY, the 15th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD., Agents.
Hongkong, 9th February, 1904. [484]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL GERMAN MAIL CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via PORTS OF CALL	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	To-day, at Noon.
LONDON, via PORTS OF CALL	PALESTINE	Brit. str.	E. G. Andrews	P. & O. S. N. Co.	About 17th inst.
LONDON, via PORTS OF CALL	KINTUCK	Brit. str.	...	...	18th inst.
LONDON, via PORTS OF CALL	MOYNE	Brit. str.	...	...	1st March
LONDON, via PORTS OF CALL	GLAUCUS	Brit. str.	...	...	15th March
LONDON, via PORTS OF CALL	PAK LING	Brit. str.	...	...	29th March
LONDON, via PORTS OF CALL	YAFRA	Brit. str.	...	...	23rd inst., at 1 P.M.
LONDON, via PORTS OF CALL	GERA	Brit. str.	...	...	17th inst., at Noon.
LONDON, via PORTS OF CALL	C. FRED. LAEBSZ	Brit. str.	...	...	20th inst.
LONDON, via PORTS OF CALL	SITHONIA	Brit. str.	...	...	22nd March
LONDON, via PORTS OF CALL	BATAVIA	Brit. str.	...	...	6th March
LONDON, via PORTS OF CALL	SAMBA	Brit. str.	...	...	22nd March
LONDON, via PORTS OF CALL	SURVIA	Brit. str.	...	...	5th April
LONDON, via PORTS OF CALL	KREHUN	Brit. str.	...	...	14th April
LONDON, via PORTS OF CALL	AXA	Brit. str.	...	...	22nd inst.
LONDON, via PORTS OF CALL	GISELA	Brit. str.	...	...	20th March
LONDON, via PORTS OF CALL	MACDUFF	Brit. str.	...	...	23rd inst., P.M.
LONDON, via PORTS OF CALL	TARTAR	Brit. str.	...	...	About 1st March
LONDON, via PORTS OF CALL	E. OF JAPAN	Brit. str.	...	...	24th inst.
LONDON, via PORTS OF CALL	OLYMPIA	Brit. str.	...	...	9th March
LONDON, via PORTS OF CALL	AGAMEMNON	Brit. str.	...	...	To-day
LONDON, via PORTS OF CALL	INDRAPURA	Brit. str.	...	...	24th inst.
LONDON, via PORTS OF CALL	TSINAN	Brit. str.	...	...	To-day, at 11 A.M.
LONDON, via PORTS OF CALL	EMPIRE	Brit. str.	...	...	19th inst., at Noon.
LONDON, via PORTS OF CALL	CHANGSHA	Brit. str.	...	...	3rd March
LONDON, via PORTS OF CALL	JAVA	Brit. str.	...	...	About 2nd inst.
LONDON, via PORTS OF CALL	BALABARAT	Brit. str.	...	...	About 14th inst.
LONDON, via PORTS OF CALL	WOSUNG	Brit. str.	...	...	18th inst.
LONDON, via PORTS OF CALL	THALES	Brit. str.	...	...	15th inst., 11 A.M.
LONDON, via PORTS OF CALL	TRUMPH	Brit. str.	...	...	18th inst., 10 A.M.
LONDON, via PORTS OF CALL	M. STRUVE	Brit. str.	...	...	18th inst., 10 A.M.
LONDON, via PORTS OF CALL	PROMETHEUS	Brit. str.	...	...	To-day, at Noon.
LONDON, via PORTS OF CALL	LYDIA	Brit. str.	...	...	To-morrow, 10 A.M.
LONDON, via PORTS OF CALL	TRITON	Brit. str.	...	...	To-day, at 10 A.M.
LONDON, via PORTS OF CALL	CHANGSHA	Brit. str.	...	...	19th inst.
LONDON, via PORTS OF CALL	CHANGSHA	Brit. str.	...	...	20th inst., 10 A.M.
LONDON, via PORTS OF CALL	CHANGSHA	Brit. str.	...	...	About 1st March
LONDON, via PORTS OF CALL	CHANGSHA	Brit. str.	...	...	To-day, at Noon.
LONDON, via PORTS OF CALL	CHANGSHA	Brit. str.	...	...	15th inst., at 3 P.M.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
The Steamship
"EMPIRE"
Captain Helms, will be despatched for the above ports on FRIDAY, the 19th inst., at Noon.
This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, etc., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To ensure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 2nd February, 1904. [295]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, BANGKOK, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS).
The Company's Steamship
"GISELA"
Captain Damjanovich, will be despatched as above on TUESDAY, the 23rd February, P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO., Agents.
Hongkong, 2nd February, 1904. [209]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
PROPOSED SAILINGS FROM HONGKONG, 1903.
"MACDUFF" ... 1st Mar.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 29th January, 1904. [1125]

MESSAGERIES CANTONNAISES.
J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.
THE Commodions Steamer "PAUL BEAU" will run to Canton from the 4th inst., taking passengers and cargo as usual and will shortly be followed by the Steamer "CHARLES HARDUIN."
These two magnificent and up-to-date steamers, lighted with electricity will leave the Company's Wharf at foot of Queen's Street, Prince's Wharf.
Hongkong nightly for Canton at 9 P.M. (except Saturdays).
Canton nightly to Hongkong at 5 P.M. (except Sundays).
The Saloon is under European Supervision.
First Class European ... \$8.00
Second Class European ... \$3.00
First Class Chinese ... \$1.50
Second Class Chinese ... 80
Deck ... 30
For further particulars, apply to
M. LANDOLT, Agent.
The Pharmacy, Queen's Road, Central.
Hongkong, 6th February, 1904. [420]

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 123, Connaught Road Central.
Hongkong, 30th June, 1893. [37]

FOR CANTON.
THE new and fast Twin-Screw Steamer
"SAN CHEUNG"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
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J. TREVOUX & CO.,
No. 123, Connaught Road Central.
Hongkong, 30th June, 1893. [37]

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, staterooms, Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila direct.	Sat. 13th Feb. 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat. 20th Feb. 10 A.M.
PERLA	1980	A. H. Nottley	Manila direct.	Sat. 20th Feb. 10 A.M.

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS.
Hongkong, 10th February, 1904.
NORTHERN PACIFIC LINE.
NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
OLYMPIA	2,837	A. Dixon	Saturday, February 13th
SHAWMUT	2,837	W. M. Smith	Friday, February 19th
TACOMA	2,812	M. Bidley	Friday, February 26th
VICTORIA	3,502	J. Truebridge	Friday, March 12th
TRENTON	2,837	T. W. Garlick	Friday, March 19th
OLYMPIA	2,837	A. Dixon	Wednesday, April 27th

* Not carrying second class passengers.
FOR MANILA.
The largest, steepest, and most comfortable steamers for Manila.
S.S. TREMONT ... 9,606 tons. T. W. Garlick ... About 1st March.
S.S. SHAWMUT ... 9,606 tons. W. M. Smith ... About 30th April.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures sturdiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED, GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 26th January 1904. [7]

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
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PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
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1904

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STEAMERS	DESTINATIONS	SAILING DATES
C. FRED. LAEBSZ	HAVRE and HAMBURG	On 20th Feb. Freight.
Capt. Seebach	(Calling at Singapore and Penang)	
SITHONIA	HAVRE, BREMEN and HAMBURG	On 2nd Mar. Freight.
Capt. Hildebrandt	(Calling at Singapore and Colombo)	
BATAVIA	HAVRE and HAMBURG	On 6th Mar. Freight & Passengers.
Capt. Dampf	(Calling at Singapore and Colombo)	
SAMBA	HAVRE and HAMBURG	On 22nd Mar. Freight.
Capt. Luning	(Calling at Singapore and Penang)	
ABESSINIA	HAVRE and HAMBURG	On 5th April. Freight.
Capt. Filler	(Calling at Singapore and Colombo)	
SURVIA	HAVRE and HAMBURG	On 19th April. Freight.
Capt. Borch	(Calling at Singapore and Penang)	

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PARIS LETTER.

Paris, 8th January, 1904.

The French strongly believe that war may yet be averted between Russia and Japan, at the eleventh hour, through the mediation of a third Power—England. The latest pronouncement to undertake so delicate a task is declared to be King Edward. That His Majesty will be successful is accepted by almost everyone here. The decision of war or peace now appears to rest with Japan. The latter empire continues to display the greatest tact; she refuses to be hurried in the discussion of Russia's unsatisfactory reply. The Tokyo Government says very little, but acts, and it is by its actions that the Japanese must be judged. The world begins to see how sincere France and England are to bring about a peaceful solution of the dispute, by combining together, as most people believe they are doing since some time, they can save bloodshed, and prevent what must eventually take place—a European conflict. Though the extent of French obligations to Russia has never been fully revealed, France can exercise considerable influence on the Tsar, so can King Edward; a quieter outlook is now proclaimed in consequence. It is in the interest of both France and England to put off the evil day for its ally, and this they will continue to do to the best of their ability. Parisians view the situation in the Far East as less alarming, since they have realised how much good King Edward could do to bring about a peaceful solution of the problem which threatens to deluge the West and East. Should war break out, the responsibility will rest with the Russian military party, for England and France will unquestionably have done all that is humanly possible to prevent war. One fact worth remembering is, that the Franco-Russian Alliance was entered into at a time when France was Anglophobe. Events will disclose how far she may have committed herself to the support of Russian pretensions in the Far East to the detriment of Great Britain, in return for insurance against an attack in Europe from the Triple Alliance. It is wrong to conclude that France is in any way anxious to pick a quarrel with England, the mere so, as it would only benefit Germany and the United States. Realists allege that hostilities will break out in the form of the Russians attempting to capture the two Argentine ships, which have been entrusted to British officers and crews on their way from Genoa to Yokohama. Will their commanders be able to avoid a collision? Should the ships, which are known to be "shadowed" by Russian cruisers, fall into the hands of the Russians, serious complications will naturally arise. Let us hope the British Admiralty have taken into consideration the possibility of a fight between officers in the British and in the Russian Service. It is the opinion of many French people that it is very risky for the two said ships to leave under English command, as belligerents and neutrals must come in contact most probably before Japan is reached. It will be a most exciting voyage, and one on which all eyes are turned for the moment.

The death of Princess Mathilde at the age of 84 removed the only surviving niece of Napoleon I. She was one of the most striking personalities in Paris, and enjoyed great popularity among all classes, despite her Imperial blood. Her funeral was a most imposing one, magnificent flowers, among which the Napoleonic violet, and the carnation—the floral favourite of the deceased lady—were sent by all the notabilities of Paris, and others; for every one respected the Princess up to the last. The first funeral service took place at S. Gratien, the country seat of the deceased. The ceremony, though simple, was most imposing; all the poor of the village, as well as numbers of people well known under the Empire, being present. The foundation-stone of the little church in which her remains were transported for burial, was laid by Her Imperial Highness many years ago. Even the *exposition de corps*, always a gruesome spectacle, was regal in its magnificence. The Princess, who was ever known by the name of *la Providence du Pays* in France, was arrayed in a wonderful white dress, and wore in her ears the two enormous white pearls which she had expressed the desire to have buried with her. The coffin was lined with white satin, and bore an Imperial crown, and the following inscription:—"Son Altesse Impériale Madame la Princesse Mathilde Léontine Wilhelmine Napoléon. Veuve de Anatole Demidoff, Prince de San Donato, née le 27 Mai, 1820. Décédée le 2 Janvier, 1904." Apart from the first funeral service at S. Gratien, situated close to Engliem-les-Bains, a pretty suburb not far from Paris; there was held a service for the repose of her soul in Paris at the Church of Saint-Philippe du Roule. Among those present were the Empress Eugénie, who looked very tired and sad, the Princess Clothilde, the Duchess of Aosta, the Princess Léontine, as well as a number of other people well known in Imperial society. On the same day (Friday) as the funeral at S. Gratien, there will be held another service at the same church in Paris. Prince Napoleon, who is exiled from France, issued a proclamation from Brussels fixing the period of mourning at twenty-one days, the first ten to be deep mourning.

The new club which has been founded in Paris for the purpose of still further improving relations between Frenchmen and Englishmen is worthy of every support; the idea to promote in every possible way the *entente cordiale* by conversation is indeed an excellent one. Among the inflexible rules of the new club is that English members must invariably speak French, and French members must converse in English. The only drawback of the club is its title—Club Linguistique Franco-Anglais. This is considered too long a name, though an appropriate one; a less ponderous title than the provisional now in existence would be better.

The views of M. Berthelot, the eminent French chemist, on the significant discovery of radium by M. and Mme. Curie are interesting. The very curious properties of radium, observes M. Berthelot, were not unknown to science, for when Becquerel discovered uranium, he recognised in that body all the properties of radium, though in a degree a thousand times smaller. Now, the radium which M. and Mme. Curie discovered, acts like a magnet which stores up electric energy, and by its properties of undulation produces mechanical phenomena. According to M. Berthelot, any practical application of the discovery of radium is at present somewhat remote. "There is no work without loss, but there are a number of bodies which receive power, store it up, and yield it again." Such is M. Berthelot's reply to the suggestion that the energy of radium is indefinite, and that its manifestations are unaccompanied by loss. It is very satisfactory to learn from the lips of the eminent French chemist that the discovery of M. and Mme. Curie is of the highest importance, which no one should underrate. Not the less, the characteristics of radium were already known in other bodies, and they even appear common to all. This is a fact which must be recognised, M. Berthelot points out, that while some bodies possess them in a high degree, in which they are possessed by radium, others only do so, in the slightest degree. All bodies in any case are susceptible of receiving waves, and of emitting them—so concludes M. Berthelot's discussion.

The prospects of the Dreyfus case engage very little attention among the majority of Parisians. True, the case has not yet been formally remitted to the Supreme Court; another fifteen days are expected to elapse before the Procureur-General, M. Baudouin, finishes the drafting of his historical and argumentative application. January the 20th is indicated as being the date when the work will be completed; only then will the Supreme Court be formally "seized," as the French say of the case, when it will direct its own councillor to report upon it. The Government is doing its level best not to create any excitement; enough has been caused already so far as public tranquillity is concerned. The sooner the whole affair is over the better for everybody—including Dreyfus himself. The re-opening of the case, even in revised form, has done no good, beyond stirring up strife which everyone thought buried long ago.

A tobacco manufacturer of this metropolis has just been arrested on the serious charge of smuggling some fourteen thousand cigars. By way of defence, he remarked that he did not smuggle but merely bought the contraband, and declares consequently that he is no more amenable than those who afterwards bought the goods from him. The law is expected to show itself merciful towards M. Moulé, as he furnished the authorities with a list of customers that bought some of the cigars; these include magistrates, judges, and members of the Bar! Some what embarrassing. The manufacturer, who is in custody, will be released as soon as the investigation is made, being one of those who knows too much, so it is said.

Parisians are curious to see what sort of a welcome M. Loubet will receive on his arrival in Rome. The President's friends declare that quite a surprise awaits the distinguished visitor and his suite. The inhabitants of Rome are particularly anxious to manifest their love for France, and their personal esteem for the French Chief of State. The French political world attaches much importance to the Italian visit, and feel sure in advance that nothing will be left undone by the hosts to convince the world how cordial and sincere is the *entente* between the two sister nations. The welcome will most likely take the form of a magnificent apotheosis of the renewed friendship of France and Italy, the solidity and enduring quality of which is guaranteed by the arbitration treaty recently concluded. The fact that two great liberal Powers are intimate friends with not only each other, but also with a third great nation—England—must be very disconcerting to Russia, which by this time must begin to consider herself as more or less flouted.

Veterinary-Surgeon Dumarl felt rather nervous a few days ago, while operating on *Cesar*, the grandest lion in one of the menageries now on show in Paris. *Cesar*, a real bully, quarrelled with his fellow lions, and in consequence of a fight that ensued between them *Cesar* got the worst of the encounter, and had seven inches of his tail nearly bitten off. This accounted for the presence of M. Dumarl in the "den of lions." The veterinary surgeon decided to amputate the lacerated remnant including, of course, the tuft. The tamer by way of getting *Cesar* ready for the operation first lured him into a narrow cage, in which there was just length to stand, but none for turning round, the tail projecting through the bars almost its whole length; then half a dozen assistants seized the tail of the animal, while the surgeon went through the operation as quickly as possible. They were thrilling moments. The amputation was a remarkable success, though the lashing and roarings of the "patient" more than once unnerved M. Dumarl, who was handsomely paid for his courageous work. It was with great difficulty that the owner of the menagerie and his assistants could induce *Cesar* to leave the "operating table"; he had to be driven out of the cage by means of red-hot iron bars. No doubt *Cesar* felt ashamed to show himself to his other fellow lions, having lost his glory.

That "happy" family the Humberts have again been cited to appear in the Appeal Court in connection with the Ostiani affair, and will once more make their appearance at the Palais de Justice at the close of the month. The presiding judge has received hundreds of letters requesting admittance on that day; curiosity has apparently in no way subsided, and photographers—amateurs and professionals—will try hard to snap-shot the group, about whom so much has been said, and still more to be heard. The Humberts, who do not at all look the worse for their several months' detention in prison, ought to consider themselves lucky, considering the amount of publicity circulated about them since their arrest in Spain. They are mixed up in so many affairs, that Parisians have reason to hope to see them on several more occasions in the dock before they are entirely forgotten. No sympathy is shown for any member of the notorious family.

Patriots are very much annoyed at the monumental blunder made by the architects and builders of *La Patrie*, the most recent French ironclad launched. No sooner did she reach the water than her hull gave way over a length of 250 feet, the plates bulging some 3 inches! It is indeed a miracle that the vessel did not go to the bottom immediately on leaving the stocks at Toulon. The naval authorities expressed great surprise at the strange occurrence, and are unable to account for it. The Minister of Marine, who was naturally very much annoyed, at once ordered an investigation to be made, for the purpose of finding out the guilty person; the result of his inquiries are anxiously awaited, especially in naval circles. British Naval designers are not perfect, but such a grave blunder cannot be held on their shoulders. Not only will £20,000 be required to repair *La Patrie*, but when so, she will be useless, as she will never be thoroughly seaworthy according to French naval experts. It is well the blunder was discovered in time, otherwise catastrophe must have been inevitable.

The doings of M. Jacques Leboulay help to keep Parisians in a joyous mood this cheerless and cold weather. Pedestrians were not a little startled a few evenings ago, as they strolled along the Grands Boulevards, to be offered copies of *Le Sahara*, better known as "The Emperor's Gazette." This ordinary four-page newspaper, purporting to be the official organ of "His Majesty," is the same as any other journal. Boulevardiers bought a copy for the sake of amusement, for it announced that *L'Empereur Jacques*, who is still enjoying all the comforts of the Hotel Cecil in London, intends to proceed against the Minister of Marine, the Minister of War, and other well-known personalities, for *les majestés*. The new paper is printed by some private speculator, who apparently cares more for profit than for the private feelings of the young emperor king. Much merriment is likely to be caused next rent day, the 15th of January, among M. Leboulay's tenants in Paris, on receiving a receipt for their *terme* in royal form. The document will be duly stamped with the arms of the "Emperor of the Sahara." The French Government, who still decline to recognise the exalted position of M. Leboulay, must laugh heartily at so much pomp and vanity.

It is not every day happily that a person is electrocuted by a sauceman. Yet this is how M. Fay, the engineer of the High Tension Electric Power Company of Thiers—the Sheffield of France—met his death a few days ago. The deceased was in the act of investigating a deviation of current, when he happened to touch the deadly sauceman with his foot. No sooner had he come in contact with it, than the unfortunate man stumbled forward, and uttering several unintelligible words, fell to the ground. He succumbed very soon after, despite the efforts of three doctors to restore animation. The sauceman was lying upon a live wire at the time; a current of 10,000 volts passed through the man's body.

Limited risk duels is an innovation that promises to stay in Paris; the idea arose out of a duel fought a few nights ago in this city between two students, with swords, but having button protected points. The seconds of the respective duellists decided, before the encounter took place, that as the cause of the dispute was a trivial one, protected weapons should be used. One of the students was not the less severely wounded, so vigorous was the attack. This is considered to be heaping further ridicule on duelling in France, which is more often a farce than a source of danger.

Mr. Henri Deutsch's new ship is one of the largest in existence; it resembles in many details those of MM. Santos-Dumont and Lebaudy, and has a motor of 60 h.p. No free accounts have yet been made, though a few experiments were conducted in the Balloon Park of St. Cloud a couple of days ago, while the ship was attached to cords held by M. Deutsch's workmen.

The greatest precautions have been taken by managers of theatres, both in Paris and the provinces, since the fearful Chicago holocaust.

LATE TELEGRAMS.

THE TIBET MISSION.
Phari, Chumbi, 27th January.
It appears from an interview with the Lhasa deputation which Colonel Younghusband had at Tuna on the 21st instant and which left the situation unchanged, that the Tibetans do not believe in our serious intention to proceed.

Calcutta, 27th January.
The following Press communiqué has been issued to-night: A report has been circulated by irresponsible persons to the effect that the Tibet Mission has been told to retire or it will be opposed by a Russian force, and that further large reinforcements are being sent to support the Mission. The Government have no reason to believe that there is the slightest truth in these reports which are believed to be a fabrication. No reinforcements are being sent, nor have any been asked for.

Phari, 28th January.
Slight snow has fallen on Tanga and at Gantus. The telegraph reached Phari to-day. The road to Tuna is being repaired for akas,

of which five are now on the way and arrive to-morrow. Major Rowland and Lieutenant Nicholl have left for Khamboo Valley to collect yaks. The men at Tuna report that the quarters there are more uncomfortable even than those at Phari and the officers have vacated the houses for tents, finding the cold preferable to the fifth.

Calcutta, 29th January.
The *Englishman's* correspondent writing from Chumbi yesterday states that the belief is general that the Mission will be attacked when it leaves Tuna. The Tibetans are said to be short of supplies and cannot remain camped indefinitely. Meanwhile General Macdonald is hurrying up supplies. The Pioneers are working strenuously upon the road up the rocky gorge north of the Singmashong plain and akas are being pushed up by hand for use.

JAPAN AND RUSSIA.
Berlin, 4th February.
The Hava Agency is publishing a report from Washington about the moral isolation of Japan. The telegram is most vehemently contradicted by others and declared to be apocryphal. Apprehension is noticed in official circles at Paris that Russia's concessions, which are known there, will not be sufficient to avoid a war. The Governments, both of the United States of America and Germany, have declined to co-operate in the Far East with any other Power for or against Russia or Japan.—*O. Lloyd.*

Tientsin, 8th February.
A Russian force is reported to be at Kalgan. Chinese troops are flocking to Peking. There is great excitement amongst the Chinese. The Japanese Legation is preparing to receive reinforcements. The movements of the Court suggest that the Empress Dowager is meditating flight.—*N.C.D.N.*

THE SUICIDE OF WHITAKER WRIGHT.
London, 27th January.
It is recalled that Mr. Whitaker Wright while in America frequently told newspaper reporters: "I will never be convicted in any case you may take it from me that I will never serve a day of any possible sentence."

AFRICA IN SOUTH-WEST AFRICA.
Berlin, 5th February.
According to the latest reports received, Windhoek was not attacked at all by the Hereros. The railway and the telegraph have been repaired. Otjimbingwe and Gohabis (about a hundred miles east of Windhoek) are still besieged. Counselor Hoepner and M. Watermeyer, the expert for agriculture to the Governor, were murdered on the 14th January by the Hereros at Waterburg. All cattle have been driven from the districts attacked by the Hereros. H.M. the Kaiser intends to bid farewell to the troops leaving to-day for South-west Africa.—*O. Lloyd.*

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